

EXECUTIVE SUMMARY

Since its very inception, Miami Beach has evolved, changed, adapted, and reimagined itself numerous times. These past years have been no exception. The pandemic has shown us once again that as a community we are resilient and able to adapt but what does the future hold? This document is intended to envision what that future might be like if we would look at all the important influences comprehensively. The ideas presented in this vision plan represent the integrated thinking of multiple disciplines and experts all pulling in the direction of protecting, leveraging and reimagining the assets of the world-renowned Art Deco Cultural District.

It is a vision plan not a design document and needs to be considered within the framework of high-level thinking intended to be evaluated and implemented as a blueprint for moving forward. Visualizations and illustrations are intended to illustrate the concept and not necessarily to indicate a preferred design solution. Although it articulates ideas by subject it is vital to appreciate that these parts are all interdependent and together create the complete vision. For the sake of digesting the information we have also included a matrix of “action items”.

The Art Deco Historic District is the iconic image of Miami Beach in the eyes of the world, although it seems we exist in a paradoxical time. While to some it may appear as though things are not going well, with unwanted behaviour and logistical problems, the opposite is also true; Miami Beach is internationally known and has never been more highly valued. High end brands are coming into the city, recent redevelopment of new hotels have been successful, and property values have never been higher. The City of Miami Beach (“City”) needs to leverage the ongoing success of the area to envision a district that can effectively accommodate the interests of the hotels, hospitality industry, visitors, and residents, and further elevate Miami Beach’s status as a global destination.

THE VISION PLAN

As a result of the visioning process, a plan has been developed which encourages the transformation of the Art Deco Cultural District (ADCD), emphasizing the importance of walkable development throughout the District. This document contains a compilation of maps, diagrams, images, and text describing recommendations on a broad range of topics including potential district management approach, urban design character, Lummus Park expansion, transportation concepts, and potential changes in the land use, zoning and incentives for the Vision Area and emphasizes the need for such things as well-designed buildings and streetscapes, open space, limited vehicle access zones with slower traffic, and new bicycle routes.

The study area includes the city blocks and corridors between 5th Street to the South, 17th Street to the North, Lummus Park to the East, and Washington Avenue to the West.

The **Art Deco Cultural District Vision Plan** is based on 6 principles:

1. Protect the character and history
2. Rebalance hotels, hospitality industry and residential activities
3. Expand the landscape and create a great park and public spaces
4. Create a comprehensive transit and mobility plan
5. Enhance the character of the street scenes during times of day/night
6. Manage density and be welcoming of all people

KEY CONCEPTS AND RECOMMENDATIONS IN THE VISION PLAN

1. EXPAND THE LANDSCAPE AND CREATE A GREAT PARK, PUBLIC SPACES AND CULTURAL OFFERINGS

The project intends to reimagine the entire space from the front porch of the Ocean Drive buildings to the existing dunes as the park. Approximately 15 acres of hardpack between the serpentine wall and the dune should be incorporated into the overall park design. By doubling the size of the park and providing mobility options within the space we can provide for all modes of movement that will satisfy all of the functional aspects of access. The new approach to the park will bring nature closer into the City, integrating the beach and dune into the park as a resilient landscape space. Under the premise of connectivity, the park will increase its transparency, will allow users to see and be seen, as part of the historic character of Ocean Drive. Access to the park will be facilitated and more program opportunities will activate areas otherwise unused.

There is an opportunity to take advantage of Lummus Park, which is an exceptional space but is currently underutilized, and by doubling its size, facilitate many programming opportunities such as recreation, arts and culture as well as support space for City functions and events.

The side streets if likewise re-imagined, would offer additional planting space providing shade, visual interest, and additional drainage infiltration areas for stormwater. Landscape corridors could bring pollinators and other species back to the City, and potentially tie everything together and connect park and City as part of a larger ecosystem. The overarching objective is to re-imagine Lummus park and bring the landscape all the way west throughout the District.

2. ESTABLISH A CONSERVANCY TO MANAGE LUMMUS PARK AND POTENTIALLY THE OVERALL DISTRICT

A Conservancy, an independent 501c3 organization, could be set up to manage the park on behalf of the City. A diverse board bridging private, public, and civic sectors will ensure the Conservancy's mission best serves the public's interest. A specific management agreement with the City will establish its scope of action. It will fundraise from several sources and increase the resources available to the park. Its professional staff,

dedicated to Lummus Park, will offer a world-class park experience to visitors. Over time, this organization could increase its responsibilities in the overall neighbourhood, managing deliveries, waste, security, and events.

3. CREATE A BALANCED TRANSIT AND MOBILITY PLAN

It is intended to prepare for the future mobility needs of the District by taking advantage of proposed high-capacity transit connections to the mainland, managing parking availability through parking and curbside management strategies, and re-purposing roadway space to provide safe and comfortable facilities to priority users, including people walking and biking in the District.

The proposed multimodal corridor planning study, led by the City, would satisfy FDOT and Miami-Dade County requirements while identifying the feasibility, project development and engineering (PD&E), and preferred alternative concept designs associated with the transit and mobility plan recommendations.

Restricted Vehicle Access

The purpose is to create a pedestrian/bicycle priority area by deprioritizing automobiles in the District. The restricted vehicular zone East of Washington Avenue is proposed in one of two (2) ways: congestion charging and/or restricted access.

Ocean Drive – Park + Pedestrian Street

The intention is for Ocean Drive to be a pedestrian priority street with extremely wide sidewalks next to the buildings and to feel as if it is part of the park. The street should be designed as an infrequent vehicle movement/ low-capacity road and not intended for through trips. With drop-off zones in each block that would allow for passengers to be picked up/drop-off closer to the buildings.

Collins Avenue – Shared Transit Street

Collins Avenue is intended as the shared local transit street with a circulator that would allow local north-south movement within the District. This street is proposed to have the same number of existing through lanes but envisioned as a curbsless (woonerf) road that provides local transit access, with vehicles driving next to people biking and/or walking.

Washington Avenue – District Access Transit Street

The proposal intends to have dedicated bus lanes in the middle of the street with either bus stations, median/landscaping or left turn lanes, that can be used as needed strategically along the corridor. Outside of those, there would be one through lane and protected raised cycle track on both sides of the street in separate directions as well as curbside usage on the East side of the street, which includes on-street parking, loading zone, ride-share spaces, and pickup/drop-off zones.

5th Street + Lincoln Road – Transit Plaza/ Transfer Station

The basis for this proposal is to bring the high-capacity transit connection (The Beach Corridor) to the intersection of 5th Street and Washington Avenue, so that it is near the beach access and activity areas of the District. It would also be the area where we start to implement the restricted vehicles access. During the interim condition, even without the transit in place, this zone can still become a limited vehicular access zone.

The Lincoln Road Transit Mall and Transfer Station is proposed to have transit-only lanes (transit mall) and the transfer station in the center of the street with through lanes on each side.

East/ West Connection – One Way Streets

It is proposed to make the East-West streets as one-way pairs versus two-way traffic. One way street provide additional room for expanding one side of the sidewalk and separated bike lanes, improving the landscape, prioritizing walking and biking facilities, and providing for loading zones and commercial vehicle circulation, and pick-up/drop-off/valet zones between Washington Avenue and Ocean Drive.

4. BALANCE INTEREST OF PROPERTY & BUSINESS OWNERS, RESIDENTS AND VISITORS & GENERATE INCENTIVES AND RESTRICTIONS TO GUIDE AND IMPLEMENT DESIRED POLICIES

The Zoning Incentives Recommendations for Collins Avenue and Ocean Drive in the MXE District will serve to assist the City in implementing the goals and objectives of the ADCD Vision Plan. The intent of the proposed changes to the existing MXE zoning designation is to balance the needs and maintain the character of Ocean Drive and Collins Avenue but allow limited zoning incentives that would encourage people to quickly reinvest in the properties while protecting the historic character of the District.